

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐
no ☐

Property Name: Winkelman Property Inventory Number: BA-3147
Address: 4930 Ridge Road Historic district: yes ☒ no
City: Baltimore Zip Code: 21237 County: Baltimore County
USGS Quadrangle(s): Middle River
Property Owner: Anna M. Winkelman Tax Account ID Number: 1423050025
Tax Map Parcel Number(s): 346 Tax Map Number: 82
Project: Section 100: I-95, I-895(N) Split to North of MD 43 Agency: Maryland Transportation Authority
Agency Prepared By: A.D. Marble & Company
Preparer's Name: Stephanie Foell Date Prepared: 12/1/2003
Documentation is presented in: See Key References List
Preparer's Eligibility Recommendation: Eligibility recommended ☒ Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes
Site visit by MHT Staf yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

The residence located at 4930 Ridge Road is a two-story, extended I-house with a prominent cross-gable roof form. The building forms an essentially rectangular footprint which sits atop a poured-concrete foundation and is clad in asbestos shingles. The front (west) façade is symmetrical; on the first story, the entrance, a replacement storm door, is flanked by a single, two-over-two, double-hung-sash window on each side. Identical windows occur on the second level, and a four-pane, triangular-arch window is located in the apex of the front-facing gable. Windows on the main façade are flanked by shutters which contain an applied, diamond-shaped design in a contrasting color. A full-width, single-story, shed-roof porch is supported by simple, thin, square members capped by open, circular motifs, and a replacement wood balustrade of squared members encloses the porch.

The first and second stories of the north and south elevations contain windows of similar configuration to those on the main façade. The rear façade contains a storm cellar. The cross-gable roof is covered with asphalt shingles, and a modern gutter system has been installed.

The grounds of 4930 Ridge Road contain a mature oak tree in the front yard and some ornamental plantings to the rear side of the

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MHT Comments:

Ann Winkelman ✓
Reviewer, Office of Preservation Services

Blumentz
Reviewer, National Register Program

6/15/04

Date

6/15/04

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residence.

History/Significance

General Regional History

4930 Ridge Road is located in northeastern Baltimore County in the White Marsh neighborhood, which derives its name from the marshland which is located in this area of the county. The area also was known as Nottingham, named for the Nottingham Iron Works, an industry which dominated this portion of the county in the Revolutionary-War era.

In the eighteenth and nineteenth centuries, much of the area developed as a result of its proximity to Philadelphia Road, a major thoroughfare within the region. From the early years of settlement into the twentieth century, much of the land of this portion of Baltimore County was involved in small-scale farming. After World War II, the growing suburbanization of the Baltimore region reached White Marsh and much of the farmland was subdivided into smaller lots. Many post-War neighborhoods containing small residences are concentrated in this part of Baltimore County.

Philadelphia Road

The area of Baltimore County that is now White Marsh developed largely as a result of its proximity to Philadelphia Road/Maryland Route 7, a road that originated as a Native American trail (Brooks and Rockel 1979:134). In 1729, the City of Baltimore was platted as a future port and commerce center. During that time, surveyors laid out the Philadelphia Road, linking Philadelphia, the New World's largest port city, with points south and west, including Baltimore.

The roadway's importance grew over time as interstate commerce became more prevalent. By the 1740s, commercial thoroughfares were being constructed to move farm produce, mill products, lime and iron castings to the port city of Baltimore, and taverns and hotels sprang up along the Philadelphia Road. After several attempts to establish a turnpike, in 1814, the Baltimore and Havre de Grace Turnpike Company received a charter to construct a toll road on the bed of the Philadelphia Road. The turnpike company initially enjoyed a period of prosperity. However, after only 20 years, railroads began offering intense competition (Hollifield 1978:81-82).

As Baltimore continued its expansion eastward, portions of the turnpike were ceded to the city. In 1888, Harford County assumed control of the turnpike contained within its boundaries. The end of the turnpike came in 1894, when Baltimore County assumed control of the remaining roadway within its jurisdiction.

During the twentieth century, traffic continued to increase on Philadelphia Road, particularly when automobiles became prevalent. Businesses arose along the former turnpike to serve the traveling public and many thought the road would continue to be the favored route for those traveling between Philadelphia and points south. However, in the late 1930s, the state held discussions regarding Works Progress Administration funds available for highway construction. A decision was made either to improve the existing Philadelphia Road, by then designated as Maryland Route 7, or construct a new roadway parallel to the old one. The businesses along the existing route fought to retain their source of business, but constructing a new, parallel road became the final decision, and work commenced on the new road, the Pulaski Highway, which eventually replaced Philadelphia Road as the primary thoroughfare through the area.

Agricultural and Industrial Development in Northeastern Baltimore County

European settlement of northeastern Baltimore County likely began circa 1660. Because of the costly and complex land grant process, many wealthy landowners purchased parcels of land in Baltimore County, viewing these holdings as either investments in the future or potential bequests for heirs. Even land that had been purchased remained vacant (Marks 2000:7).

Consequently, during the early eighteenth century, land patterns consisted of small settlements, trails, and wilderness. Small-scale

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farmers, woodcutters, and miners were the primary residents, not the structured society of the southern Maryland gentry. This trend continued into later centuries as farmers continued to cultivate smaller plots of land than their Southern, plantation-owning counterparts (Marks 2000:11).

The Nottingham Company operated several iron furnaces in this area of Baltimore County, and collectively the business was referred to as the Nottingham Iron Works. Established in 1745 by Alexander Lawson, the company was named after investor James Russell's estate in Prince George's County, Maryland. Although the Nottingham Iron Works enjoyed several decades of prosperity, its holdings were seized after the Revolutionary War because of Lawson's strong ties to Great Britain. At this time, the company was subdivided among multiple landowners, although the Nottingham Forge remained productive until the late nineteenth century. The furnace, however, ceased production, although the actual date of cessation is somewhat in dispute as is the exact location of the ruins. Some early residents of Baltimore County may have been lured to the area because the iron works promised employment (Marks 2000:20-22).

By the mid-nineteenth century, many landowning residents of northeastern Baltimore County were German, Polish, or Irish immigrants. Other residents were tenant farmers who occupied land held by the descendants of the original landholders. Generally, farms were small in size and produced relatively minor amounts of what were known as "stoop crops," vegetables which required bending over to harvest. These included carrots, parsnips, beans, etc. These crops were either sold at markets throughout Baltimore City (usually the Belair Market, the closest to the area) or by the farmers themselves, a practice known as truck farming which was prevalent throughout the area. Also at this time, as greenhouses came into widespread use, this area of Baltimore County became an important center for the production of year-round cut flowers for weddings, funerals, and bouquets (McGrain 1990:17).

The I-House

The residence at 4930 Ridge Road was constructed in 1888. Its steeply pitched, cross-gable roof form is commonly seen throughout Maryland, and appears frequently within northeastern Baltimore County.

The building is essentially an extended I-house form. I-houses, which are two stories in height and one room deep, descend from traditional British folk forms and are common in the United States, most notably in the Tidewater South, prior to circa 1890. However, the popularity of the form continued into the twentieth century, and examples are found throughout the eastern half of the country. Varying patterns of porches, chimneys, and rear extensions are commonly seen in examples dating after circa 1890 (McAlester and McAlester 1984:96).

The I-houses in northeastern Baltimore County range from modest folk dwellings, which were often constructed as either farmhouses or tenant-farmer houses on small-scale farms, to more elaborate examples that were the residences of locally prominent citizens.

Determination of Eligibility

4930 Ridge Road is an I-house form with a cross-gable roof form. Constructed in 1888, it is one of the older residences in the neighborhood.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master,

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or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded or may be likely to yield, information important in history or prehistory.

4930 Ridge Road is not eligible for individual listing in the National Register of Historic Places. Under National Register Criterion A, it is not associated with an event that has made a significant contribution to the history of the region, state, or nation. Research has not uncovered any association with a prominent person which would make the property eligible under Criterion B. 4930 Ridge Road is also not eligible under Criterion C as an example of an I-house. The building has been altered by the application of siding and the installation of replacement windows. The residence has also lost its historic context as the encroaching suburban neighborhood has been constructed around it. While the cross-gable, I-house form is somewhat iconic of small-scale farming in northeastern Baltimore County, numerous examples which retain high levels of integrity remain. The property was not evaluated for significance under Criterion D.

Key References

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Sidney, James C.

1850 Map of the City and County of Baltimore, Maryland. James M. Stephens, Baltimore, Maryland.

Taylor, Robert

1857 Map of the city and county of Baltimore, Maryland.

USGS

1890-1969 Quadrangle Maps for Baltimore East, Gunpowder, Middle River, and White Marsh. USGS 15 Minute Series. United States Department of the Interior.

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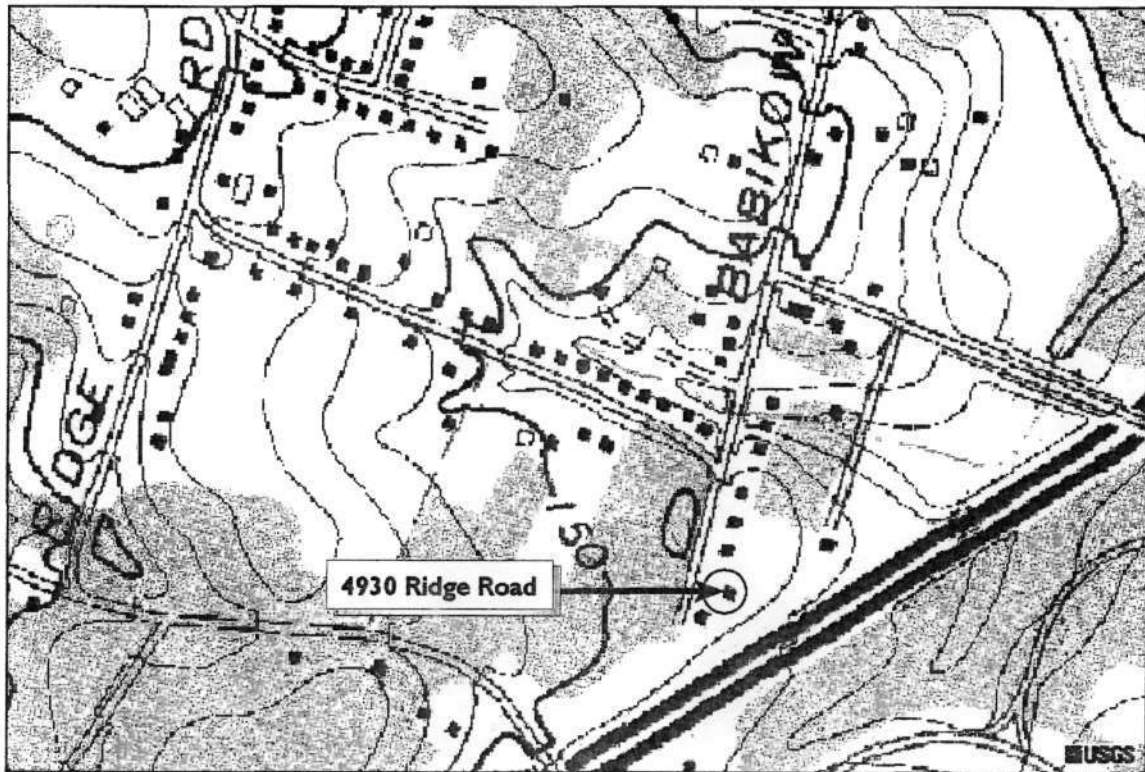
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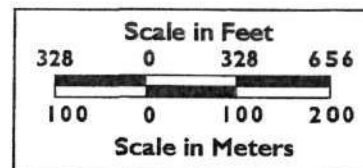
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BA - 3147
Resource Location Map
Section 100: I-95, I-895 (N) Split to North of MD 43
Baltimore County, Maryland



Map Source: USGS Topographic Quadrangle, Middle River, MD





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4930 Ridge Rd.

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front & right facades; view to the N

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